MORGAN SPORTS CAR CLUB OF CANADA Winter 2017

The Blurb

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Prez Sez

Alan Lytle

Already coming to the end of May, our first club run complete and not long until our spectacular 50th Anniversary Dinner on August 26th at the Canadian Warplane Heritage Museum in Hamilton. Planning for the weekend will get under way in earnest this week with visits to the CWH and the Hotel to sort out the details, and we will soon be asking for volunteers to help with the various events over the weekend of August 25-27.

Dave has put together a terrific Blurb this time covering a bit of nostalgia, some techie details, some possible purchases, club news and a good 36 page read including an ice cream recipe with the necessary mathematics to make it work.

The cover is one of the photos of the presentation of Badge #1 to Steve Morris at the factory on March 13th. I hope you now have yours securely attached to your Morgan. If you have need for another they are available for Club Members only from Glen under certain conditions … $50 being one of them.

It has been a busy year for your Directors so far, as not only are we planning the 50th, but we have the opportunity to improve the insurance coverage for the club. In cooperation with four other local British Car Clubs we are actively pursuing this and we may possibly have a solution in June, Details as they become available will be in the Blurb Lyte.

Best wishes for good Morganeering weather wherever you live and I hope you can put many miles, or kilometers, on the Mog this summer.

Cheers … alan

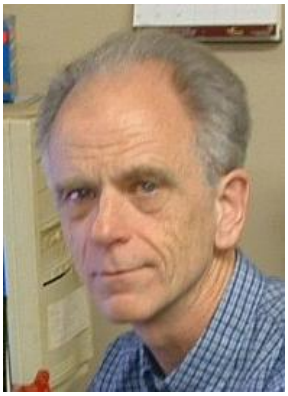
Central Canada Morgan Events

June 3	**London British Car Show Featuring our 50th Anniversary!**
June 10	**All British Classic & Antique Car Event, Caledon Fair Grounds**
June 17	**Picnic at the Lyte's**
July 8	**East Side Drive with Terry Brown**
July 16	**Brits in the Park, Lindsay**
Aug. 25-27	**Club's 50th Celebration, Burlington**
Sept. 17	**British Car Day, Bronte Creek Park**
Oct.1	**Toy Run in Milton**

**Don't forget - Monthly Club meetings, first Sunday of every month,
Queens Head, Burlington, 12-2**

**Check for updates and other events of interest and maps to the events on our web site at:
http://morgansportscarclubofcanada.com/events.php**

Editor's Message



Dave Farmer

I have a new spring time Morgan check-up to add to the list. When I went to start it the first time this year I stepped on a loose nut that was laying on the floor beside the Mog. So before starting it I took a light and started checking over the car. Sure enough I found ten more Black Walnuts neatly tucked into the tool tray on the scuttle! They will go into the Maple Syrup and Black Walnut ice cream I'm making for the Lytle's picnic this year.

Sorry for the late publication, I just enjoy my winter hibernation too much. I'm awake now, for the moment, so I was able to put this all together thanks to all the contributors that made it a full issue:

Glen with some membership milestones.

Terry Brown with an account of seeing Mark Braunsteins 6 Morgans.

Vern has sent some words from Oz.

Rob Fournie and Arthur Beatty have provided updates on their cars.

And thankyou to all the people who e-mail and fill up the Letters to the Editor, one of whom sent this picture of a metric/Imperial adjustable wrench.

Letters to the Editor

Grill Badge Scam Alert

Years ago, Bob Tescione of the Western New York Morgan Group, infected me with collecting grill badges. They are wonderful small pieces of automotive art. We try to bring a badge back from where ever we travel. Bob warned me about e-mail badges from India. Someone is plagiarizing badges that have been designed and made by our sports car clubs by buying one real one. These badges look just like the real thing, but are a very cheap, light weight and fake. I bought one to compare and it was junk. The cost may be 1/4 of the real thing, but it is not real. These people are ripping off the unaware buyer.
Do not buy them it only encourages the practice.

John McNulty

Town of Plainfield, NY
WNY Morgan Owners
3/4 Morgan Owners

Thanks John, I'll put this in the up-coming Blurb. A few years ago we noticed an eBay listing of our badge for sale from India, using the photo from our web site in their listing. One of our members, an intellectual property lawyer sent a terse letter to eBay and the listing was removed.
I still wonder if the colours in the badge they made were as bad as they are in the photograph where the red is almost orange.

Dave

Can anyone help answer this question from Bob Jones?

I am trying to get some historical information on the Christie Sprints. I tried to email your webmaster but Google blocked my email as spam.Here is my email:

Good day. I am looking to identify the year of my photographs of the Sprints. I was there only once and it was the year that John Surtees was the guest of honour.
I believe he was there to attend the opening of the Cana-

dian Motor Sports Hall of Fame. If I am correct that was the first year of the sprints 1993, but I might also be wrong.

I am attaching a photo of PDQ MOG at the start line. Thank you for any help you can give me.

Hello Alan

I read of your plans in Miscellany for the 50th Anniversary. Unfortunately I am not able to attend, but I was intrigued by the location of your dinner.

Two Uncles of mine were based at Mount Hope in WW2, and I have a couple of copies of the base magazine, The Meteor. They were both pilots and flew Dakotas in action. They were both musicians and would have taken part in the air-base entertainments. One of them went on to make his name in entertainment after the war, "Professor" Jimmy Edwards.

I visited Ontario some years ago, and stayed with a cousin in Sherwood, Toronto. This was before our Morgan ownership. Based in Portsmouth UK makes travel to Europe easy, Canada is a bit more challenging with a car! Good luck with your celebrations this year.

Regards

Tim Edwards

From: David Ball <david-ball@btconnect.com>

Subject: Another Morgan query

Alan,

My Morgan has developed an alarming scraping sound at the start and conclusion of a wheel turn emanating from the steering wheel. Have you ever come across it?

There is no Morgan dealer around here and the engineering prowess I have observed makes me wonder how anything ever takes off from Cape Kennedy, so I hesitate to take it in. They have the monkey style of diagnosis, change everything one by one until it goes away and put on half a dozen faults in the process.

I just had a new set of tyres fitted, they are bedding in and more force is needed to turn the wheels at low speed. Any connection?

In hope.

D

Morgan Books/Brochures for sale

Hi David, could you please post this ad in the next Blurb Lite as I am looking to thin out my Morgan book/ brochure collection.

30 year collection of Morgan Books/brochures for sale. All brochures and most books $10 each plus postage. See link for complete listings:
http://imgur.com/a/lEr2j
Feel free to contact me @ Clayton Sach, Edmonton Alberta, 780-850-1492 or clay.sach@gmail.com

Thanks

Clayton

Club Project

Hi

I have been chatting with Alan and Glen who like my idea for a club project for the 50th

My idea is to create a directory of suppliers club members have used for services and parts.

It would include mechanics, machine shops, painters, hood fabricators, upholstery, parts sources, technical contacts, etc.

I have volunteered to pull this together. Once ready Dave could publish it on the web page for club members reference. I think publishing it on a members only page could persuade non members to join. It would provide value in being a member.

Please provide a list of your sources for the above, I will be sending out a club wide request for their sources and contacts etc.
I plan to work on this while I am in Florida this winter.

Regards
Rob

Hi David,

Missed you at the Christmas Party, especially the Ice Cream.

I have tried to make ice cream from a recipe of Liz's sister but it was somewhat "icy" as opposed to "creamy", have to check with her again.

Merry Christmas, Happy New Year,
Ray & Liz

Ray & Liz

Wow, up-staged by my ice cream! ;-)
All is revealed in the article, “I Scream for…”

Dave

David ...for the Blurb ?
"Here's an easy fix for a minor Morgan annoyance...
My 1970 4/4 does not have self cancelling flashers and the faint click, from the unit is inaudible while driving. So, sometimes I forget to cancel and drive around still indicating a turn. On the internet , I found and bought the "Turn Alarm".. It's just a normal flasher unit with an attached transducer and it makes an easily audible beep (85 db) when signalling.
Installation couldn't be simpler..... .Unplug the old flasher unit and plug the beeper/flasher in. - that's all there is to it. The company makes different units for different cars and that info is available on the web site..
Cost - US $25 (including postage inside the US)
Details Google "Turn Alarm "' supplied by -
DAECO Stockton California tel 209 952 0923 "....
Terry

Membership Matters

Glen Donaldson

2017 Membership……

A warm Morgan Sports Car Club of Canada welcome to our two newest members Gilles Lachance who hails from Quebec City and is now actively seeking a Morgan for his enjoyment – please keep Gilles in mind if you hear of a Morgan looking for a new custodian. Dr. Steven and Mabel Moore from Westport Ontario have also joined the club and with them comes their 1969 +4 in Green – hope to see you at an event this season. Hmm maybe even the big 50th bash in Burlington – sounds like a fine place that Burlington.

Membership stands at 88 members and the awesome part is that as of April 25th we have 72 members renewed and only 16 more members who need to chip in for 2017. I shall be e-mailing soon to try and get us all wrapped up before the Morgan season begins in a few short weeks – all systems and Mother nature willing.

Happy 5 year anniversary to Scott Browne and Joy Martin and their 1977 Light Blue 4/4, to Peter and Susan Turton and their Red 1968 4/4 Series V Competition and Mike and Gillian Arkless and their Green 1956 +4.

It was 15 years ago that Brian Hawkins joined the group with his White 1966 +4, as did BC members John and Hazel Allen with their Black and Maroon 1966 +4 DHC and a Red 1985 +8 and Christopher and Amy Pattenden bought a 1963 Silver and Black 4/4 from a Chap in Bolton?? (And joined the Club)

Celebrating 40 years of club membership is former President John and Joy Collins with their Blue 1968 4/4 and also Limehouse's Ray and Mary Shier with their fresh 1966 Green 4/4 and the WIP 1956 +4.

At 45 years in the Club we find the Beer Clan with Martin, Donna and Jeremy running a Burgundy 1986+8 and a WIP 1957 4/4 and Steve, Jenny and Trevor keeping the Super Sports alive with the Maroon 1967 +4 SS, the Green 1933 Three Wheeler Super Sport and the WIP Black 1959 +4 4 seater. A Young Dave Farmer also first joined the club back in 1972 with his Green 1959 +4 and then Dave was back to stay in 1997 so happy 45/20th. (This by no way or means implies that Dave Farmer is not still young.)

Happy Golden Jubilee to those visionaries from 1967 who thought that this Morgan Club in Canada – or Hog Mog or Morgans Owners Group might just be a good idea. And we all know that they are Ken and Pat Miles, Alan and Marlies Sands, Dave and Pauline Smith and Stu and Maria Harvey. Yes some significant others are not old enough to have been in the club that long…but if I start tracking wedding anniversaries and birthdays I will have less time to drive the Morgan.

Please join me in welcoming back Norm Hendrycks to the club – Norm joined us for the Beers shop tour in March and still has his 1968 +8 that he

has owned from day 1. Norm lives in Brampton so we are hoping we will see him at some events this season burbling away in the +8. Maybe we can get Norm's +8 and the Fitchie's +4 lined up with the Watson's 4/4 to have a red/ black party?

The weather Gods smiled on the Ancaster British Flea Market again and for the second year in a row the weather was sunny, dry and comfortable temperature. Could this be the new trend without howling winds and blowing cold? The Club table was a hive of activity and as Dave has mentioned we had 31 members in attendance. We were thrilled to welcome back Hendrik Rens to the club – we see Hendrik and his daughter with their lovely black 1970 4/4 every year at British Car Day – they are the ones with the two aero screens. Hendrik lives in Oakville so we are hoping we can get them out to some club meetings and drives with the 4/4. Hendrik was in the club from about 1972 so welcome back.

Here is your Quiz – match up these cars with the Golden Jubilee members: a Red 1969 +8 (one original owner too), a Green and White 4/4 4 seater, a Blue and Silver 1960 +4 DHC, a Chrome Yellow 1968 +4 4 seater, a Green 1956 +4, a Maroon 1953 Flat Rad +4 4 seater and a Blue 1933 Super Sports Three Wheeler…ok so that is a bit of a giveaway. Then again some new paint could be splashed around. Rumor has it that at least 4 of those Morgans will be in Burlington this August. Hope you will be there too – could we get 50 Morgan cars out to the 50th???

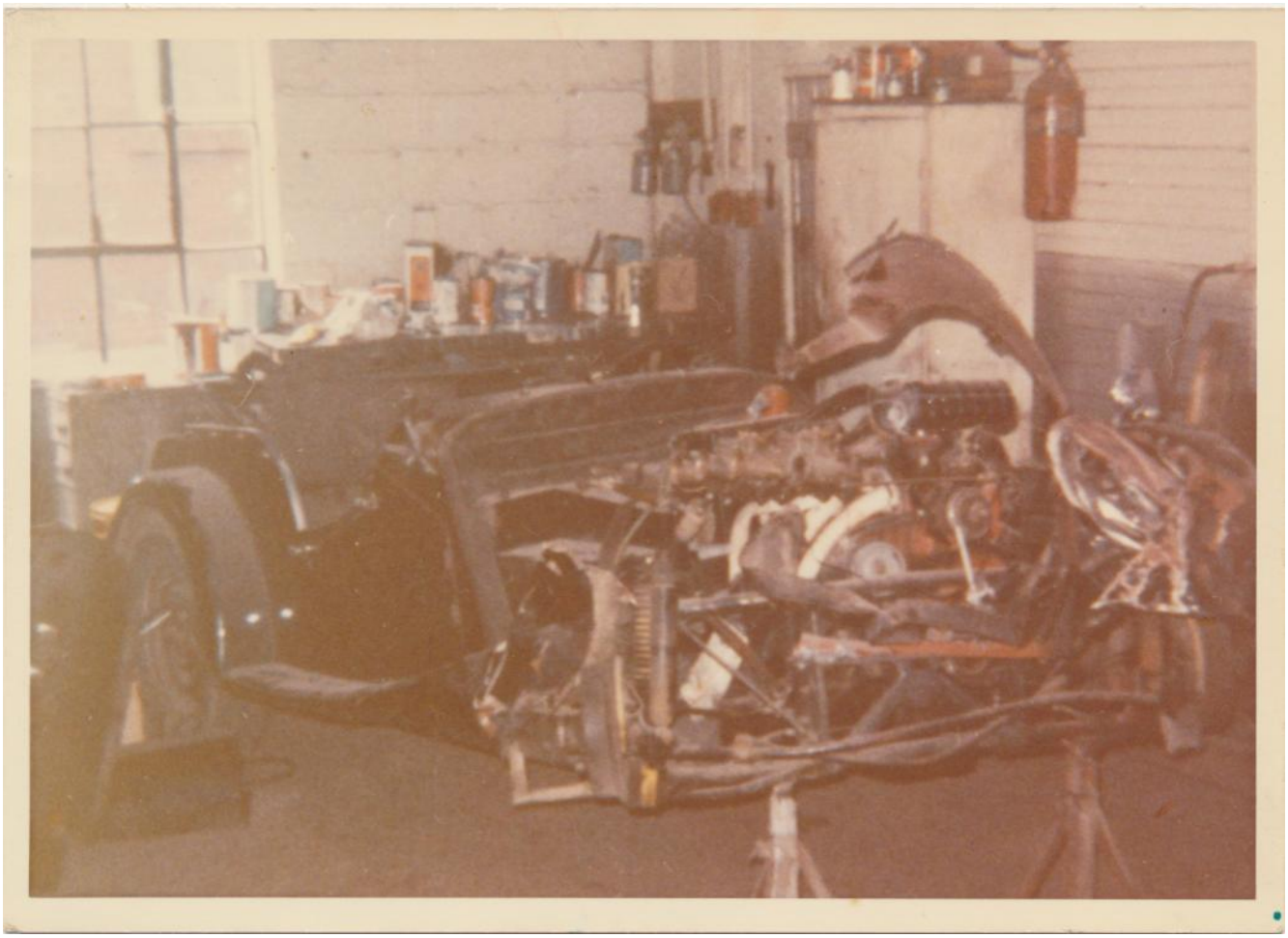
Gabby and Glen have reserved their seats at the dinner.

Flashes from the Past

Dave Farmer

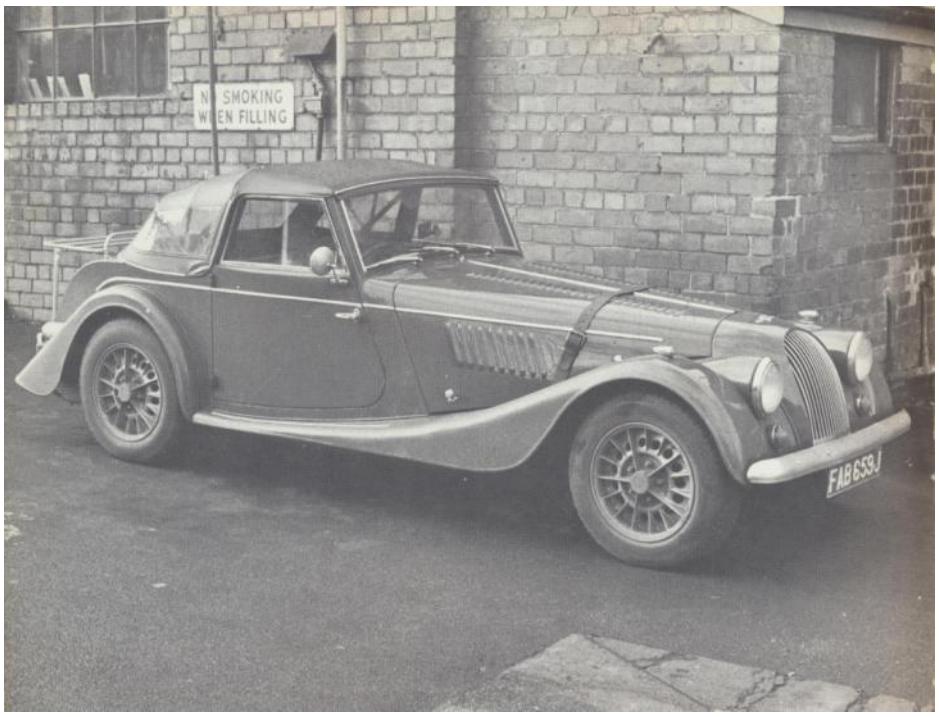
One of the planned features for the 50th dinner at the Warplane Heritage Museum is to be a slide show of photographs from our club's history. Here are a few to pique your interest and to encourage more of you to contribute. I have plenty from the very early years but very little from after 1990. We need some recent history covered too folks.

First one, who's lovely Morgan looked like this long before the present owner ever laid eyes on it?



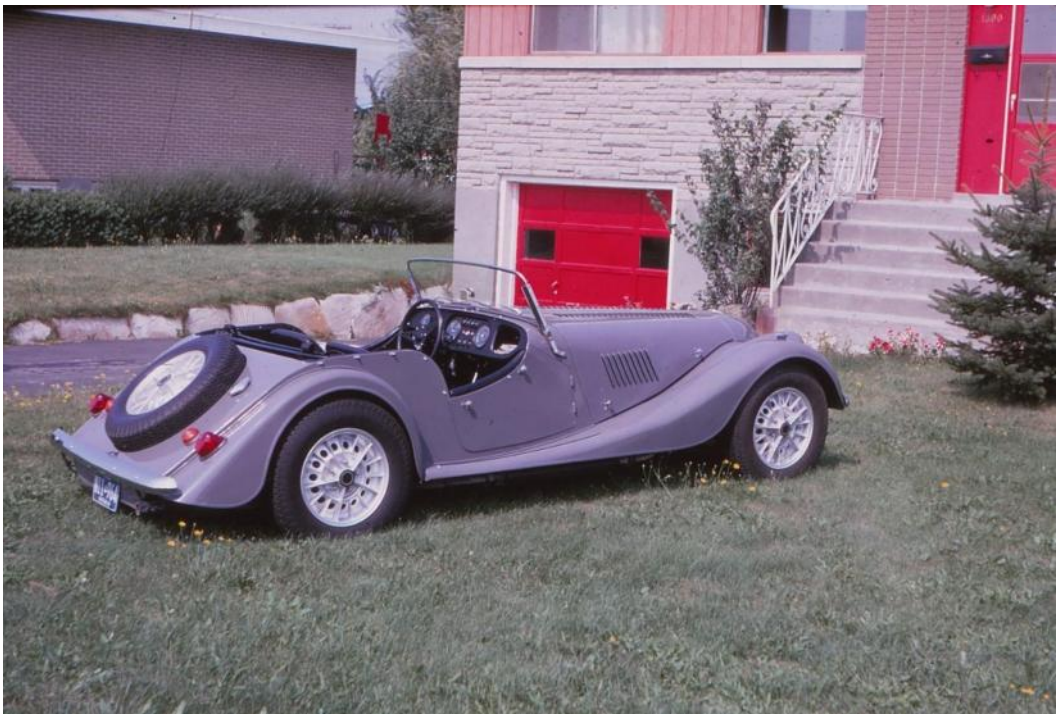
As Glen mentioned in Membership Matters, Norm Hendrycks has rejoined the club with his '69 +8. Norm was the host of the only T-MOG meeting I went to, back in '72.

Norm's Morgan purchase was hastened by a Morgan company decision. When he placed his order in 1968, at Metro Motors in Windsor, he chose, on the options list, a four seater, since he had two children, and the drop head coupe, because he liked the style. Then he forgot about it as there was a several year waiting list. So it was a big surprise six months later when he an-



swered the telephone and Peter Morgan introduced himself. Peter told Norm that they had just finished his car, but he could not have it. They had made a Plus 8 DHC for Peter's wife and would not make another. As compensation Norm would receive the next Plus 8 roadster that was finished. The top picture is the Plus 8 DHC that Norm ordered, the car he got (after its paint job) is below.

Norm skipped the April pub brunch as his old timer's hockey team was in the playoffs. He would have been safer at the pub. I don't think Bobby Clarke was playing, but Norm ended up with his foot in a cast until May the 10th.



And finally look who was showing off his hamburger puck handling skills at one of the Niagara weekends.

Pictures:
Steve & Martin Beer
Morgan First and Last of the Real Sports Cars
Norn Hendrycks
Steve & Martin Beer

AGM

I don't have much to say about the AGM as I wasn't there. Celebrating my mother's 100th birthday took priority.

From the pictures I received it looks like the hosts got all the attention they wanted from the guests.

The anniversary badges were handed out to the attendees

Arthur Beatty soon had his badge mounted on his restored Mog.

Arno's Aston Martin at the Auto Show in February.

Beer's Shop Tour

Thanks to all the brave members who dealt with the wet drive to Bolton and dodged the Saturday morning chores in the process :-)

What a fantastic turnout - I counted
33 people having a great time at the shop today - plus Alan and Marlies at the restaurant...

Thank you to Martin, Steve & Donna for coming in and opening up and hosting the event.

On behalf of the Morgan Sports Car Club of Canada thank you

Steve, Martin & Donna, Colin & Barbara, John, Craig, John, Ray & Liz, Brad,
Brian & Brenda, Dan, Stuart & Mayo, Adrian & neighbour with an MG TF, Arthur, Richard, Alison & Geoffrey, Christopher, Trevor, Dave & Aaron, Paul, Scott and Dave/
Plus welcome back to Norm and his son and Alice. Apologies if I missed anyone and yes I did forget a name or two....ageing gracefully and forgetting ....

And here you go Ron - a picture of the group hard at work on the 4/4.....

Hope to see everyone out about soon in the Morgan (s) or tiptop if Moggie is a W.I.P.
--
Gid

Steve explained body alignment while Martin talked about carburettors. All those bits from the Weber below can only go where they belong. So while it may take a while to find each item's place, you cannot put them in the wrong place.

And there were a couple of independent conversation centres.

Mark Braunstein's Morgans

Terry Brown

While in Florida in February , I visited with Mark Braunstein , who lives in Sanford and owns six Morgans.

Thinking that our members would be interested, here's an account of the visit and a description of the cars. Mark is a very friendly guy and we spent several hours together , talking Morgan stuff , viewing the cars and even went out driving in the four wheelers.

The 1934 Aero supersports 3 wheeler is beautifully restored and has an impressive vintage racing history...

1938 Series One 4/4 Drop Head coupe. This lovely car belonged to George Goodall , the factory works manager and eventual managing director of MMC. .Additionally, he was a notably successfully factory team rally and trials driver. The car is in concours condition . We went for about a 10 mile drive and it is comfortable , competent and happy at 'sensible' speeds on uncongested roads..

1951 plus four (below and top of next page).
Totally restored , concours condition and now fitted with a TR3 engine. On the drive , the car was great fun , powerful and easily kept up with modern traffic.

His other Morgans that I did not photograph are:

- 1981 4/4 with 1600cc Ford cross-flow engine.- Mark converted this from propane to gas. The car drives very nicely with punchy performance as expected from approx. 95 bhp.

- 1986 Plus 8 . Also converted from propane to gas and now has a Holley carb. I got to drive this car . . The exhaust makes an exciting , throaty rumble , lots of torque and very powerful . I want one !

- 1952 F type 3 with with Ford engine . Dismantled for total restoration.

I am indebted to Mark Braunstein for his hospitality and making my visit enjoyable and fun.....Terry Brown

Mark's Notes on his cars

Some quick information about my cars..... My two show cars, 1934 Aero Super Sports three wheeler, and 1938 Series 1 4/4 Drop Head Coupe Prototype, have a bit of provenance. Both these cars have extensive show history at the Concours d'Elegance level. Both have been shown at Amelia Island, and the DHC was shown at Meadow Brook.

The other cars, - the drivers. .... The two toned (Burgundy wings, with cream body) 1981 (Ford GT eng) 4/4 was my first Morgan. I bought it new at the only US dealer at the time, ISIS Imports, aka Bill Fink, in San Francisco. It was converted to meet the US emissions and safety regulations of the time and ran on LPG/Propane. I just converted (2016) the car to run on gasoline, after 81,000 miles on LPG/propane. . . My current 1986 Plus 8 car was also a propane car and I converted it to run on gasoline soon after I purchased it. (2012). This car was originally owned by Alan Aker who was the founder of GatorMOG (the Florida chapter of MOGSouth). Alan turned over operation of the club to Perry Nuhn, who was the owner of the 1951 Flat Rad Plus 4, I now have. This is an early Plus 4, one the first 5 Plus 4s imported into the US. It no longer has the original, but anemic Vanguard motor, having had a TR3A eng installed when it was restored in 1990. And, then there is the 1952 F Super three wheeler in parts in my garage. This is only 6 chassis numbers from the end of the vintage Morgan 3 Wheeler line. It was a car, and I took it a part in 2012, so I suspect it will go back together . . . one of these days.

Cheers,
Mark

(Mark also supplied write-ups about the Aero Super Sport and the Series 1 4/4 Drop Head Coupe which I will publish in the Spring Blurb. Dave)

From Vern

Mounted the new badge... first of the 4 attached photos.
Since I took this pic I've actually rearranged the badges as I didn't like the balance but no changes to the badges on the bar.

Our time with the MSCCC started back in 1989. Marissa was born in May 1988 so the second photo was taken when she was about 17 months old (the lady in the back seat with her is Amanda's sister Cathy, on a visit from Australia). I'd just bought this 66 +4 4-seater from a fellow in Windsor Ontario... it was in need of a full restora-

tion! Our first outing with the car was a MSCCC run from the Milton area up to Orangeville. On our way to the start of the event the car stopped near the Mississauga Road exit of the 401 however Audrey & Reg along with Steve, Martin and families stopped to see what was the problem... we were out of petrol! The problem was quickly solved but often cited as a good introduction story. Needless to say I have not relied on Morgan petrol gauges since then... not even when in our 2010 Roadster. That first run also showed up an issue with the brakes and the general poor condition of the car leading to a long-running relationship with the Beers.

Third picture is at David and Carolyn Rees-Potter's farm near Ottawa. This photo from 1996 shows Marissa as an 8 year old. During the intervening years Marissa was very used to riding in the back of the +4, usually with a large hat and goggles. Only time she didn't like it was when the hood was up as she could not see out the wind-

screen. The 4th photo was taken about the same time, Marissa was my navigator on a fun MSCCC rally again on the western side of Toronto where we obviously were taken over some very muddy roads. Note the ballet pose, Marissa's passion is dance.

In 1990 we were in Niagara when the first Morgans Over America (MOA) run stopped there. Seemed like a fun way to see the continent so although we missed the 1995 MOA run through the western USA and Canada we made a point of taking in the 2000 and 2005 runs in the +4. After the 2000 run Martin & Steve suggested I really needed a +8 and happened to have a copy of a Classic and Sports Car where the "one you can buy" article was a 1978 Morgan +8 with an interesting history... After working with Jeremy Holden who owned the car, and Morgan guru Jeremy Harrison who had become a friend on MOA who checked out the car (his only comment was they lied... "It does not do 0-60 in 6.5 seconds, it does it in under 4"... we arranged for purchase and shipping. Another project for the Beers! Although I did intend to get back into autocross events with the +8 (it had been prepared by Jim Deacon for both Mod-Sports racing and hillclimb events in the UK) it spent most of its time touring as well.

When we decided to move to Australia the question was which Morgan would we take. As we had been members of the Morgan Owners Club of Australia since 1995 their counsel was sought and although there was a preference for the +4 we decided to list both Morgans for sale and the one that sold first would determine the car that came to Australia with us. The +4 was snapped up by Win Mueling and moved to Vancouver (since on sold to a Chinese gentleman in the Vancouver area - ironic as its first owner was a Chinese fellow out of Paris Ontario). The +8 got the nod but there was drama during the last 6 months of our Canadian time... the engine disintegrated and there was a rush to source a new 4.6L Rover engine from RPI Engineering so we could get it on the boat with the rest of our chattels. There's another story there that you might want to ask Martin about.

During this last 2 years in Canada I needed to slowly remove myself from responsibilities within the MSCCC. First to go was the editorship of the Blurb, then the responsibility for regalia, and finally the Presidency of the group. We had great fun with our MSCCC friends in Canada and I enjoyed my time helping to ensure a stable and progressive club. Some of my activities included the development of a worldwide newsletter exchange program with other Morgan groups - especially others in the US and Canada; getting the MSCCC on a sound financial footing (mostly through using my employer to subsidize the Blurb printing - MSCCC paid for paper and postage, my employer supplied the printing); and working to increase the visibility of the MSCCC across Canada through close ties with Morgan owners from sea to sea. A sidenote, during a visit to Vancouver at the time of the "Tour de Monde" by 3 of the Mousquetaire Morgan Club of France (1994) I met up with these travelers. They in turn introduced me to their member Philip Keen during a subsequent visit to France who introduced me to Jacques Gallien of the Belgium Morgan club who in turn shared with me the contact he had with Valentin Tanase the artist who has given us such a rich collection of graphic pieces. The MSCCC T-shirt "Look'n Good" is a cherished piece of MSCCC regalia from that period.

In 2010 during a trip to Europe and Canada we were advised the Australian Morgan agent had access to "traditional" cars. It did not take much encouragement to get one of the build slots for October 2010. We worked

One you can buy...

MORGAN PLUS 8

Year of manufacture 1978 Recorded mileage 66,218
Asking price £17,750
Vendor Jeremy Holden, Bromyard, Herefordshire; tel 01885 488000
For very fast, fun Against a bit wild for the road
When it was new
Price £5961 Top speed 123mph 0-60mph 6.5 secs Mpg 20.5
Max power 155bhp Mph/1000rpm in top 26.2

Starting out as a racer in the '80s, before being campaigned as a hillclimb car in the '90s, this BRG Plus 8 is the ideal sprint and track-day machine. With an aluminium body and GRP wings to reduce weight, the Morgan sports roll bar and roundels and is ready to race, but road legal. The 4.5-litre V8 engine was built by Rolling Road Autotune: it has been bored and stroked, is lightened and balanced, and has a race cam, plus four twin-choke Dellorto carbs.

With a deep front spoiler, painted grille and five-spoke alloy wheels, shod with fat, low-profile Yokohama tyres, the Morgan looks mean. And, with 300bhp-plus, it has the performance to match. The bodywork is corrosion-free and the paint retains a deep shine, only scrapes in the low front spoiler and a minor dent in the offside rear wing detracting. Currently fitted with a driver's aeroscreen, the car will be sold with its windscreen, sidescreens, double-duck hood and a matching hardtop.

The limited chromework is in fine condition, the engine bay is tidy and, underneath, the chassis appears solid, with only minor surface corrosion. The cramped interior has its original black seats, fitted with full harnesses. Some of the vinyl looks a little tired, but the cockpit is complete and usable.

Full harnesses in cockpit. Wild at heart: race cam, four Dellortos

The engine starts easily after a couple of pumps of the throttle, to an explosion of noise from the side-exit exhausts. When cold, oil pressure sits at 55psi, but, once the unit warms up, it falls to 32psi at idle and 44psi at 2000rpm. Power reaches the wheels through a positive Rover five-speed gearbox, while the front discs are ventilated with four-pot calipers to cope, retaining the standard rear drums.

On the road the Morgan requires concentration, with colossal power and a tendency to leap around when upset by ruts in the surface, but on a smooth track it must be mind-blowingly quick. Acceleration is dramatic, with sufficient power to spin the wheels on demand, but the light rack-and-pinion steering makes the front feel like it's floating at speed. Koni dampers all round plus an anti-tramp bar and Panhard rod at the rear ensure the car gets round corners as quickly as it dispatches straight roads.

VERDICT
A sorted racer or rapid road car that's ready to enjoy

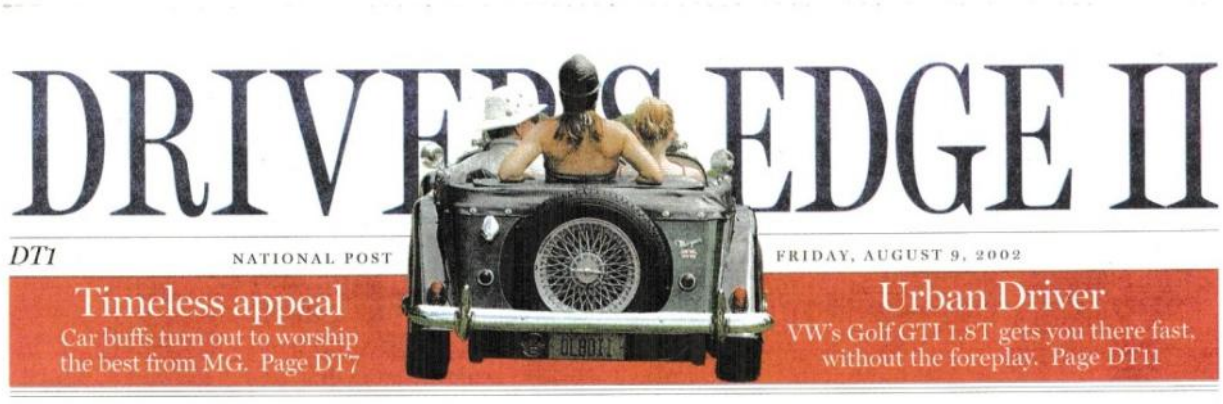
192 Classic & Sports Car

through the spec sheet to create our Roadster and waited for it to be delivered in early 2011. The +8 shared the garage with the Roadster for less than a month before being shipped to a new owner in Perth... one of the few Morgans to have spent time on 3 continents. The Roadster is now our "tourer", accumulating over 35000km in the past 6 years.

We spent our first 5 years in Australia enjoying the camaraderie of the Sydney area Morgan owners, another great group. In 2011 I felt it was time to do my share and stood for the Presidency of the MOCA group. After holding that position for 3 years, and Amanda holding the position of Regalia Secretary for the same period we again stood back but continue to enjoy the worldwide contacts we've made in the Morgan community.

Vern

Tanya & Tina with their Morgasm T-shirts.



National Post Driver's Edge banner from 2002.
I'm driving, my daughter Tanya is in the passenger's seat and her half-sister Tina is behind.

53 Progressing

Rob Fournie

A short update on my 53

My Gauges are now restored and Joey at Mo-Ma in New Mexico did a great job but expensive.
I decided to keep the odometer at it's original mileage rather than set it back to zero.

I also have a new walnut dashboard made by a local Norwich woodworker.

After lots of thought I have completed the final colour selection and had a test spray of cowl done.
Garnet loves the colour and wished he had seen it before he painted his 47 MGTC. The colour will remain a secret until I unveil the Morgan this spring.

Weather permitting we are heading to Goderich on Tuesday to inspect the final tub wood frame.

Transformation

Arthur Beatty's Morgan that recently looked like a saw horse for cutting logs is back home from the Beer's and at

this writing may be back on the road.

Dave

I Scream…

Let me start with saying there is nothing wrong with icy desserts. My ice cream recipe book has more pages devoted to Sherbets, Sorbets, Granitas, Ice Milks, and Frozen Yogurt than to Ice Cream. On a hot summer day these ices are most refreshing. But if you want smooth and creamy there are two keys; use a custard base recipe and have about 18% butter fat in the mix you put into your ice cream freezer.

Custard Base recipes call for eggs and flour. You beat the eggs, scald the milk, stir the scalded milk into the sugar, flour and a pinch of salt and cook for about 10 minutes. Then stir in the beaten eggs and cook a minute more on low heat. This means you need to plan ahead so this mix can cool down and get refrigerated before you can freeze it. I have made test batches of ice cream, without the custard base, and found that between 20% and 25% butter fat gives a creamy texture, but not as smooth as the custard style.

Getting the target butter fat can get complicated, the recipe you are following probably made nice creamy ice cream where it was created, but every country has its own rules about naming milk products and regulations on their butter fat content. For example, Half & Half in the USA may contain the ideal 18% but here in Ontario it is only 10%. If you have the metabolism for it you can enjoy lots of 'not quite there yet' ice cream and find the ideal by experiment. But each recipe has its complication, chocolate contains its own fats that add to your mix's fat content, fruit juice or liqueurs you add for flavouring dilute the butter fat. To get it right the first time you need to do the math.

We have two unknowns; how much milk and how much cream. So back to, what for me was, high school algebra and solving two equations in two unknowns. I will use lower case for the unknowns, 'milk' and 'cream' and start the known quantities with a capital letter in the equations.

First is the volume equation, the volume of all the major liquids; milk, cream, and flavouring add up to the volume capacity of your ice cream freezer. If your freezer did not come with its own recipes, sized to match its capacity, remember that water expands by 9% when it freezes so leave room for expansion and a little more for the agitation of the mix while it is getting frozen

(1) milk + cream + Flavouring = Volume

Second is the fat equation, all the fat from the ingredients equals the amount needed to be 18% of your freezer's volume. For this you need to gather some numbers form the Nutrition Facts labels on your milk, cream, and chocolate or other flavouring that contains significant fat.

(2) Milk Fat * milk + Cream Fat * cream + Flavouring Fat = Total Fat

Example: Dark Chocolate and Wild Black Raspberry Ice Cream

My freezer's custard base vanilla recipe calls for 9 cups of milk plus cream.	Volume = 9 cups
I'm going to add 2 cups of wild black raspberry juice.	Flavouring = 2 cups
1% milk has 2.5 gm butter fat per cup	Milk Fat = 2.5gm/cup
35% cream has 2.5 gm butter fat per tablespoon (just to be complicated)	Cream Fat = 83.3 gm/cup
Therefore 18% butter fat will be 42.9 gm/cup	
The total fat for my mixer to have an 18% mix is 9 cups times 42.9	Total Fat = 386.1 gm
Each of the 10 chocolate bars I'm using has 14 gm fat.	Flavouring Fat = 140 gm

Equation (1) becomes:	milk + cream + 2 = 9
Simplifying we get	milk = 7 - cream
Equation (2) becomes:	2.5 * milk + 83.3 * cream + 140 = 386.1
Or	2.5 * milk + 83.3 * cream = 246.1
Substitute for milk from (1)	2.5 * (7 - cream) + 83.3 * cream = 246.1
We get	80.8 * cream = 246.1 - 17.5 = 228.6
Therefore	cream = 228.6 / 80.8 = 2.83
Plug this into equation (1)	milk = 7 - 2.83 = 4.2

The closest cup measurements are:
4 1/4 cups of 1% milk
2 3/4 cups of 35% cream

You can simplify the mathematics by using skim milk, then the fat equation has just the one unknown:

cream = (Total Fat - Flavouring Fat) / Cream Fat

Now the chocolate bars also contain lots of sugar, 10 gm each for a total of 100 gm. A cup of sugar weighs 174 gm so I'll reduce the sugar in the recipe by 1/2 cup.

Final recipe, (I hope I get enough berries this year to try it):

6	eggs beaten
6 tbsp.	flour
1/2 tsp	salt
1 3/4 c	sugar
4 1/4 c	1% milk
2 3/4 c	35% cream
2 c	wild black raspberry juice (appox. 4 cups of berries)
1/2 tsp	lemon juice
10	35 gm. Lindt Excellence 70% cacao dark chocolate bars

1. Beat the eggs
2. Combine the flour salt and sugar in a sauce pan.
3. Scald the milk, add the chocolate as it heats.
4. Slowly stir the scalded milk chocolate into the sugar, flour, and salt mix. Cook on low for 10 minutes.
5. Mix a small amount of the hot mix into the beaten eggs. Add the egg to the mix and cook 1 minute.
6. Let the hot mix cool then refrigerate.
7. Add cream, berry juice, and lemon juice to the ice cream freezer container.
8. Remove any skin that has formed on the custard mix then add it to the freezer container.
9. Make ice cream!

If you want to get technical, the eggs take up volume and contain fat, but at 11% fat content they will not shift the final fat percentage significantly.

Here is a hint for this year's club picnic ice cream. See you at the Lyle's on June 17th.

Dave

For Sale

Bernie Wilkinson of Elora tracked us down at our lunch stop on the May 13 club run to see if anyone wanted to buy his hood for a narrow body +8. If you are in the market, his number is: 519 846-8727

Robert Taylor in B.C. has +8 body parts for sale:

In the early 1980's I disassembled my Plus 8 to begin a complete chassis / engine restoration... the car was never in an accident nor was it rusted, just did not look first class.

I placed all my parts in dry storage... then, my life changed while I worked on a project in San Francisco. I lived in Vancouver, Canada.

Do you have any members interested in good 'used' body parts? I live on the Sunshine Coast, BC.

Robert Taylor 604 885 6077

1969 Morgan Plus 8 roadster – Body Parts inventory Robert Taylor

Notes: Body parts removed / kept in dry storage in early 1980's to begin chassis / engine restoration.
All items are in good 'used' condition… no rust on steel painted parts… no accident damage.
I am second owner… street driving only - no track racing.

1. Two front fenders including headlights, spotlights, turn signals and mirrors.
2. Two rear fenders including stop lights.
3. Two doors including hinges, hardware and inner panel.
4. Louvered engine hood (bonnet) with leather strap.
5. Front grill.
6. Chrome bumpers… front and rear including UK license plate.
7. Two upper door sliding windows assembly.
8. Windshield complete – (glass with chrome frame and 3 wipers).
9. Convertible top.
10. Convertible top tonneau cover.
11. Convertible top tubular supports.
12. Rear spare alloy wheel and tire (new Michelin XAS)
13. Bucket seats (2) black vinyl including base hardware.
14. Floor mats.

There is a Paris restauranteur who loves his Morgan.

We have completed arrangements with the Headquarters hotel for the MSCCC Anniversary weekend.

Holiday Inn - Burlington Hotel & Conference Centre
3063 South Service Road | Burlington, ON | L7N 3E9

Details on how to make your reservations are attached.

The draft Agenda for the weekend (subject to change) will be…

Friday August 25th 2017

Hotel check in from ***3pm***

Registration for the weekend from ***4pm***

Welcome reception from ***6pm to 8pm***

Saturday August 26th

Club runs arranged in the area for the day. Drivers meeting at ***930am.***

-or- being one hour from Toronto and one hour from Niagara enjoy your own day sightseeing

6pm. -10pm. Anniversary Dinner in the main hangar at the Canadian Warplane Heritage Museum at Hamilton airport. A 30 minute ride from the airport or take a cab or limo. (Details and prices for the dinner to be determined in the Spring. Expect smart casual dress and approx. $100 per person for the tickets)

Sunday August 27th

Club runs arranged in the area for the day. Drivers meeting at ***930am***.

-or- being one hour from Toronto and one hour from Niagara enjoy your own day sightseeing

Hotel Checkout ***noon***

The hotel will have special rates for those wishing to book in earlier or stay a couple of extra days.

Many local restaurants, some within walking distance of the hotel

We will have a "noggin" room available for Friday evening and Saturday for those wishing to get together informally.

The Hotel Room Rates per night.

The applicable taxes will be added (currently 13%)

In the block of rooms reserved for us the rates are from $111 to $121 per room per night

There are, of course, other choices which you can find on the web site at www.hiburlington.ca

BUT PLEASE MAKE YOUR RESERVATIONS USING THE ATTACHED PROCEDURE TO GUARANTEE THE BEST RATE

Holiday Inn

BURLINGTON HOTEL & CONFERENCE CENTRE

Morgan Sports Club of Canada

Group Block ID Code:
MSC

PLEASE BOOK PRIOR TO RELEASE DATE OF:
Friday July 28th 2017

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TO MAKE YOUR RESERVATION BY PHONE:

Call the Hotel's toll free at 1-888-987-4888
or 905-639-4443 *(ask for reservations)*

**It is essential that you quote your Company, Team or Organization name at the time of making your reservation.*

TO MAKE YOUR RESERVATION ONLINE

Follow below URL, to securely book your reservation, or visit www.hiburlington.ca
Enter Reservation Dates, View Rates, Refine Search, enter **Group Code MSC** for group rate.

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Info – gregmary@rogers.com

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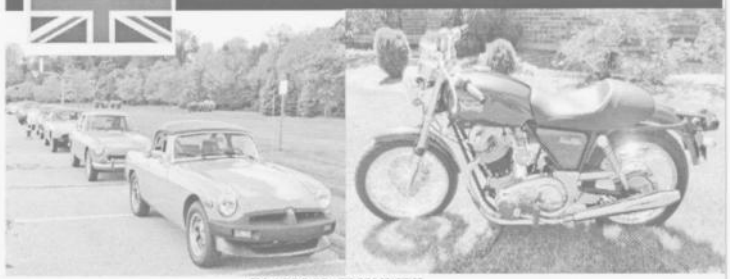

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Fancy driving this?

STREET CAR LAPPING BACK BY POPULAR DEMAND 15 JUNE 2017

In case you don't recognize it, that's the famous corner 5 at Mosport.

On 16 to 18 June 2017, it will be the scene of VARAC's Vintage Grand Prix with over 200 classic race cars, including a full grid of historic Formula 1 cars. On Thursday, 15th June, we have a Test Day for race car drivers to practise and set up their cars. And again this year, we're opening the Test Day to street cars!

So if you've wanted to take your "baby" on the track at Mosport, dig out your helmet and grab this rare opportunity. We invite members of Car Clubs to join us - the track will be open from 8:30 a.m. to 5:00 p.m. We'll run 3 separate groups - open wheel race, closed wheel race and street cars - in 30 minute sessions. You can expect around 2 ½ hours on track - you'll sleep well that night!

If you've not had race training, or haven't driven Mosport, don't worry. We'll team you'll up with an experienced VARAC Mentor to show you the"line"until you, and he, feels comfortable you can handle this amazing track on your own. Then it's up to you to have the best day of your life

The cost is $300 for the day.

Contact Walter.Davies@Me.Com for more info and to reserve your place - Corner 5 is waiting just for you….

VARAC
VINTAGE AUTOMOBILE RACING ASSOCIATION OF CANADA

34th

SUNDAY SEPT 17th 2017

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Membership fee $25.00* for the year. Payable January 1st of each year.
*Canadian $ for membership dues please.

Please make cheque payable to Morgan Sports Car Club of Canada and mail to:
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145 Breckondale Court
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